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novel view of the great epoch of separation between the Anglo-Saxon people of America and England.

FREDERICK J. TURNER.

Esek Hopkins, Commander-in-Chief of the Continental Navy during the American Revolution, 1775 to 1778, Master Mariner, Politician, Brigadier-General, Naval Officer and Philanthropist. By EDWARD FIELD. (Providence: The Preston and Rounds Co. 1898. Pp. xiii, 280.)

THE author's work in the sources of the history of Rhode Island entitles him to attention. He now brings forward an interesting, illustrated biography of a man hardly known outside his native locality. Bancroft does not mention him, while Arnold treats the incidents of his career in their historic bearing, justly but with meagre interest. The more famous brother Stephen played an important part in Congress and was the immediate cause of the appointment of Esek Hopkins to organize and lead our infant navy.

Ample material exists in the form of official orders, letters and other papers incidental to the unlucky life of the admiral. In the eighteenth century the life of the little colony was essentially maritime, taking into itself the engrossing flavors of the sea. Her leading men were foreign merchants on the land or captains on deck of the craft, which plied to the West Indies, to the ports of Europe, and later to the Orient seas. Descended from Thomas Hopkins, one of the founders of Providence Plantations, Esek became a sailor and manifested great force of character, whether in peaceful commerce, or in the erratic venturesome course of the privateer. Moses Brown noted in 1757 that Captain Hopkins had captured and sent in a snow "laden with wine, oil, Dry Goods, &c., to the amount of about" £6000. The four brothers Brown were rich and powerful merchants, and Hopkins commanded their vessels, as well as others. He sailed everywhere, and was reported at Surinam in 1769.

In the intervals of voyage, he was active in public affairs, though his restless nature would not let him stay long at home. He was upright and sincere, being honored as a school-committeeman, fireward, tax assessor and deputy, or representative as we should say. He was aggressive in speech and carried the abrupt manner of the time from the quarter-deck into private life. These tendencies increased with his years and helped to magnify the troubles of his later life.

Although such training would not fit or develop a commander of any navy in 1899, it was the best to be had then. When the matter of a fleet came before Congress, Rhode Island led the way. Her plan was adopted after much discussion and violent opposition. "Little Americans" were as active when our country was small, as they are now when it has become great. Chase of Maryland said in 1775, "it is the maddest idea in the world to think of building an American fleet, its latitude is wonderful, we should mortgage the whole continent." When we consider the

triumphs of the descendants of this fleet, Hull and Decatur, Farragut and Dewey, we may wonder at the small prescience, which often possesses statesmen.

Stephen Hopkins was placed on the Naval Committee, in conjunction with John Adams. They were the most influential members. Esek Hopkins was appointed commander-in-chief and organized the little squadron of eight vessels. The first expedition to New Providence was thoroughly successful. He then engaged the British in eastern Long Island Sound, and was at first commended. The frigate *Glasgow* escaped through no fault of the American officers, and the country condemned them without reason.

Unfortunately, Hopkins with his fleet was shut in Narragansett Bay, when the enemy occupied Newport. Sailors were so scarce he could not man his ships to get out. The merchants of Providence were engaged in privateering and Hopkins charged that they were too busy in getting recruits for their vessels away from the navy. He had a great faculty for making enemies. Though he was a brave man and true patriot he was at last deprived of his command.

Mr. Field has made a needed addition to the literature of the Revolution, and one worth the attention of students.

WM. B. WEEDEN.

The American Passport, its History and a Digest of Laws, Rulings, and Regulations governing its Issuance by the Department of State. [By GAILLARD HUNT.] (Washington: Government Printing Office. 1899. Pp. xi, 233.)

THIS valuable manual, a pioneer work, has been prepared by Mr. Gaillard Hunt, the accomplished Passport Clerk of the Department of State at Washington. It is neatly bound in cloth, and contains a table of contents, an index, marginal notes and a running caption. The paper and type are very attractive.

The ordinary passport, a document issued in this country by the Secretary of State, and abroad by our legations, is, in effect, a request to other governments to admit to their territories the bearer, a citizen of the United States, and to give him, in case of need, aid and protection. Though many countries do not now require the production of passports, others still exact them from travellers, and especially from sojourners. About twelve thousand of these documents are issued every year by the Secretary of State, not to mention the number of those procured abroad, and that officer considers it a wise precaution, if not a necessity, for all American travellers to carry them.

Part I. of Mr. Hunt's volume tells of the nature and several kinds of passports, their form and pictorial features, and by whom and upon what evidence issued.

A passport is obtained from the Department of State by one of our citizens upon filing a proper application—blank forms being supplied by